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THE REA LINEMAN

RURAL ELECTRIFICATION ADMINISTRATION

U. S. DEPARTMENT OF AGRICULTURE

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St. Louis, Mo.

SAFETY AND JOB TRAINING INSTRUCTORS' CONFERENCE

The REA Safety and Job Training Instructors' Conference was held in St. Louis the last week in September. Fifteen instructors attended.

The conference was opened by Mr. D. A. Fleming, Labor Relations and Safety Specialist, who acted as chairman with the assistance of Mr. L. N. Elmore, Safety Engineer. Mr. Fleming welcomed all those present and explained that, due to various regional meetings on postwar planning, neither the Administrator nor the Deputy Administrator could be present to appear on the opening program. Mr. Fleming also explained that Mr. W. E. Herring, Chief of the operations Division, was ill and could not attend the conference; however, Mr. Fleming read Mr. Herring's welcoming address.

Mr. Ray Schlotterbeck of the American Red Cross gave a most interesting talk on the background of first aid training, pointing out that the first classes were started in 1889 by a Dr. Shields in the mines in Pennsylvania.

Mr. L. N. Elmore explained the purpose of the conference, which was to exchange ideas and methods of training men to work skilfully and safely. He pointed out that the conference would be held in an informal manner and invited all present to speak up with their ideas, suggestions and questions.

Mr. John Tepoorten, Coordinator of Vocational and Adult Education in the state of Wisconsin, gave a very instructive talk on apprenticeship training and the advantages to be gained from training your own men to perform the work you want done.

Mr. W. E. Rushlow, Chairman, Technical Standards Committee "A", explained the operations and purpose of the three Technical Standards Committees. He pointed out the desirability of having all ideas and suggestions forwarded to the Techni-

cal Standards Committees for consideration. Messrs. D. H. Mackay, A. B. Weaver, Max W. Rothpletz and L. A. Thomas of Technical Standards Division took part in the Technical Standards Discussion.

Mr. Frederick M. Trimble, Acting Head of Inspection Section, Design and Construction Division, gave a very informative talk on factors in the use of poles. He explained why REA insisted on the use of creosote as a preventive for poles and stated that creosote preserves the life of poles from twenty to twenty-five years.

Mr. Herbert G. Bryan, Head Internal Combustion Plants Unit, talked on safety in generating plants. He listed twenty-nine safety recommendations, a copy of which was made available to all instructors.

Mr. E. P. Eardley, Head Region 10, Design and Construction Division, expressed his desire to see the program extended to the point of stronger influence on contractors' men. Mr. Eardley urged the instructors to make every effort to assist the managers in seeing that the work is done right.

Mr. E. L. Williams, Head Department of Industrial Education, A. and M. College of Texas, gave an excellent example of job breakdowns of work to be performed by cooperative employees.

Mr. Thomas L. Hankins, Teacher Trainer, Trade and Industrial Education, University of Kentucky, gave a complete outline for foremen training and pointed out the desirability of having foremen trained to shoulder responsibility in the absence of the manager.

Mr. A. B. Shehee, Rea Field Safety Engineer,

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Published Monthly in the Interest of Safety
for Employees of REA Systems

David A. Fleming, Editor

NO REPORT

Our attention has been called to a recent collision between an automobile and an REA cooperative's truck. The cooperative failed to notify the insurance company within the time specified in the policy. When the owner of the car filed suit for \$5,000, the insurance carrier, feeling that it had not been notified properly, declined to defend the suit.

Three sections in REA assist borrowers in the handling of safety, insurance and legal matters. These sections cannot function properly unless they are in possession of all of the facts. Failure to file reports works a hardship on all cooperatives, because all may be judged by the action of a few.

In this accident case, and in some other serious cases in the past few months, these sections in REA might have been able to save cooperatives considerable money and some embarrassment had the report been forwarded promptly to the insurance carrier and to REA.

REA's Safety Section asks that the cooperatives quickly forward to REA a copy of the report form used to notify the insurance company of all accidents. Upon receiving a report of an accident, if this form is used, we take it for granted that the carrier has been notified. But if the report is in the form of a letter and does not mention the fact that the carrier has been notified, in our reply we remind the cooperative to notify the carrier of the occurrence. Our purpose in doing this is to help prevent an oversight and to assist the cooperative.

In the case cited above we do not know why the carrier was not notified. Perhaps the employee did not report the occurrence to the manager. All accidents should be reported at once in writing. If a telephone call is made, write a letter confirming the call. Keep a copy of all telegrams and notify REA by sending a copy of the report made to the carrier.

WOULD A PROGRAM HAVE HELPED?

During recent months the front page of "THE LINEMAN" has carried a news item of a fatal accident occurring to some cooperative lineman. We know that all our readers are pleased to have us report that we have no fatal accident for the month of September. But just as we were writing this good news we received very bad news. A telegram arrived reporting a fatal accident to a cooperative lineman.

This is the second fatal accident in that state in just a few weeks; the one previous occurred in August. Now the cycle is against them.

We cannot say positively that a safety program would have saved these two men, but basing an opinion on our experience records in those states having a Safety and Job Training Program, we do believe that at least one life would have been saved had this state been covered by a program.

The benefits of REA lines are many. Thousands of people reap the harvest. Should not cooperative employees reap some of the benefits, particularly as far as life and limb are concerned?

DE VAUGHAN REPORTS ON CONFERENCE

These are highlights of the report of W. L. De Vaughan, Alabama State Safety Instructor, to the Alabama State Department of Education on the St. Louis conference:

Early in the conference the fact was brought out that REA lines now serve 1,100,000 consumers in 46 states. The lines belong, or are being purchased by 810 REA cooperatives. Those figures will give you some idea of the magnitude of the organization of which we are a part. To the people of Alabama, we represent the whole program. The general public in the state will feel toward the entire program exactly as they feel toward us. It is our job to give efficient, courteous and safe service to our members -- efficient service that they may respect our position -- courteous service to show our respect for their position -- and safe service that we may both preserve our lives and our property for its full enjoyment and the lives and property of the customers.

REA lines were constructed to be worked dead, but they can be, and sometimes necessarily have to be, worked hot -- with the proper tools. Again and again the speaker's brought up the absolute necessity of seeing that linemen have the proper equipment, know how to use it, and that they do use it.

That lines can be worked safely hot has been conclusively demonstrated by the Bonneville Power Administration with headquarters in Portland, Oregon. This company has had only 4 accidents, 2 burns, 2 falls (none fatal) in five years operation, working 4000 people at peak of construction, and now employs 2000 on maintenance with all work done on hot

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INSTRUCTORS' CONFERENCE

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made a talk on his observations in the field. He pointed out the improvements he had seen develop on those operations he had visited after the program had been put in force. Mr. Shehee pointed out that our accident records disclose that the majority of accidents with a high severity are occurring in those states not covered with the Safety and Job Training Program. He also expressed his appreciation of the invaluable help and fine cooperation the program has received from the people in the various vocational education state departments and educational institutions.

Mr. Karl B. Crawford, Head Region 4, Cooperatives' operations Division, showed some interesting pictures taken throughout Region 4. Mr. Crawford pointed out the advantages to be gained from a good safety program.

Mr. Harold Whittle, Head Region 8, Cooperatives' operations Division, emphasized the necessity of keeping accurate records. He pointed out the benefits of keeping track of material and equipment and the advantage of knowing the type, size and exact location of all equipment used on the lines.

Mr. Joseph H. McCombs, Head Region 5, Cooperatives' operations Division spoke on safe operations. Mr. McCombs went on record as being very much in favor of a medical examination for all outside employees and asked that all supervisors assist the managers in setting up safe operating procedures.

Dr. D. W. Aiken, Head Industrial Education Department, Mississippi State College, addressed the conference on instructors' teacher methods. He pointed out that an instructor should be able; first, to train others to produce; second, to be able to use tools and have the ability to teach others; third, use technical knowledge; fourth, use specialized skill plus skills in teaching; fifth, an instructor must be loyal to the organization for which he is working and be a leader. In other words, an instructor in the REA Safety and Job Training Program must be a competent lineman and must be thoroughly fortified with the tools of instructors.

Mr. Laron H. Holden, Safety Engineer, Bonneville Power Administration, pointed out the desirability of having men respect high voltage rather than fear it.

Mr. W. A. Seeley, State Supervisor of Trade and Industrial Training, Nashville, Tennessee, suggested that an overall training program be used in view of the fact that a laborer hired today could progress in his work until he becomes an apprentice, then a journeyman, later a foreman with the opportunity of eventually being manager of a cooperative. Mr. Seeley gave his formula for rating a man's efficiency, as follows: He must be manipulative, have technical knowledge, information, job judgment and morale. Mr. Seeley drew a chart depicting a good REA Safety and Job Training instructor. He pictured the center as being an instructor who was first a master craftsman, outlined with the following qualifications: Safety engineer, technical specialist, inspector, teacher, traveling encyclopedia.

Dr. Andrew Triche, State Supervisor, Trade and Industrial Education, Louisiana, gave his conclusions of his observations of the conference. He stated that he believed the conference had accomplished a great deal. He felt that the thought had been driven home to the various instructors that they had a big job on their hands. Perhaps some instructors had been asking themselves: "Where am I going from here?" but, after this conference, they should all be armed with sufficient ammunition to present the program. Dr. Triche pointed out the many responsibilities of the instructors and the necessity of keeping up with the many developments in the electrical field.

Illustrations and displays were prepared by Emmanuel Noble, Information Division.

DE VAUGHAN REPORTS ON CONFERENCE

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lines. This is a beautiful record. We are not expected to do all our work hot, but we are expected to do all our work safely.

Another remark that especially caught my attention was:

"No job so important
No service so urgent
That our employees can't
Take time to do the job
SAFELY"

The St. Louis Conference was especially for REA Safety and Job Training instructors; and let me say here that I met a fine bunch of fellows.

WHY DID THE BLOCK COME LOOSE?

REPORT:

Lineman and helper were changing a pole for road clearance. The hole had been dug and line removed from pole. The pole to be set was on a light truck. The pole to be removed was to be used as a gin pole because of a garden and sand soil. The truck was not in line with the pull, and the pole swung sideways, catching the ladder. The lineman, hoping to protect the ladder, slacked the blocks and drove the truck forward. The block came loose from the pole on the truck and struck helper, causing him to fall and break his left leg below the knee.

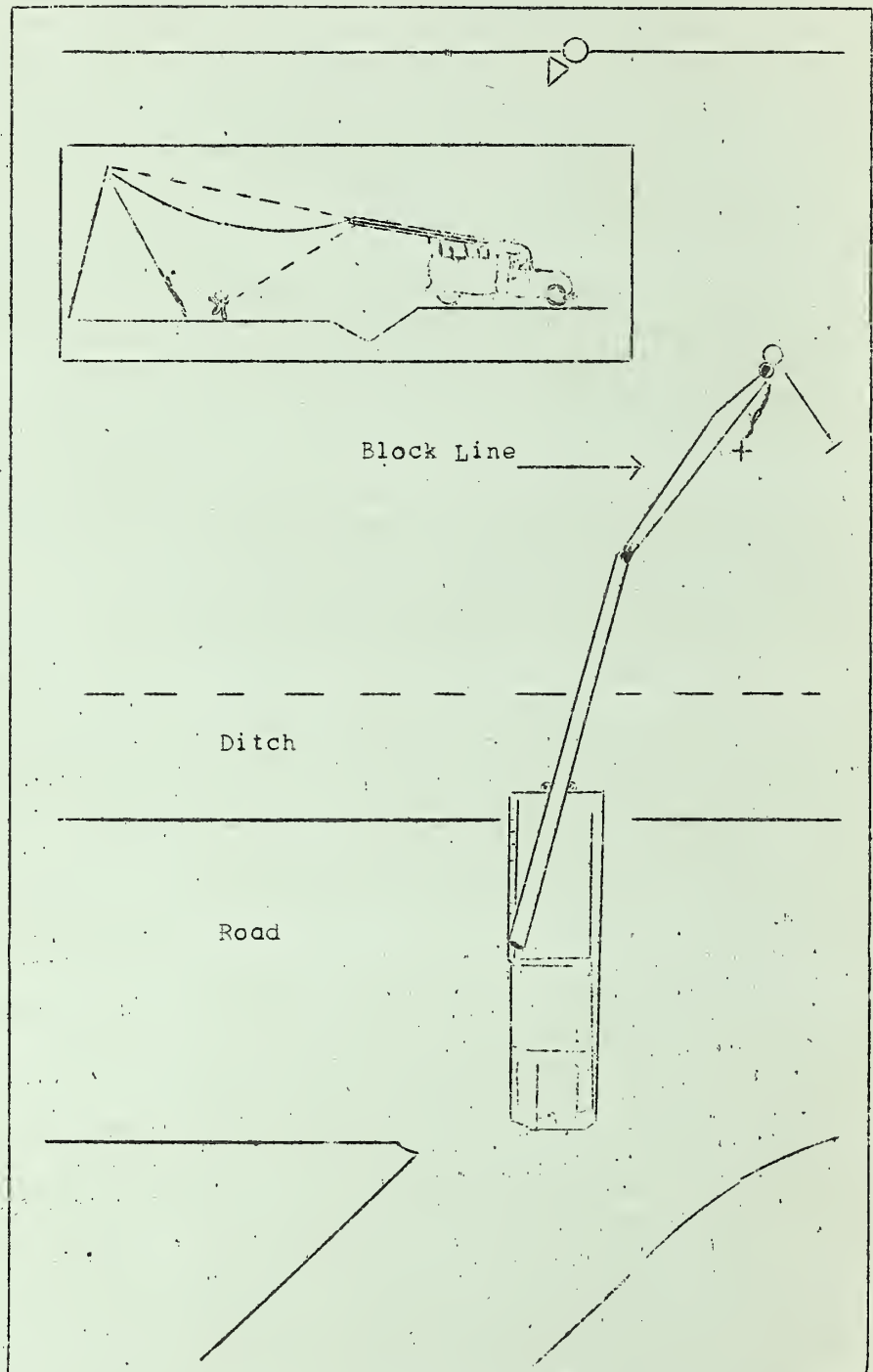
LINEMAN'S COMMENTS:

1. Truck should have been in straight line of pull.
2. Block should have been hooked under sling rather than over.
3. Block could have been tightened again before starting truck.
4. Block could have been brought down pole to butt and carried back, thus preventing swing of block.

SAFETY UNIT COMMENT:

We do not believe it is a safe practice to haul poles in this manner. A trailer is the recommended method. We wonder just what would have happened to the pole if it had been unloaded in this manner. Would it break when it struck the ground? The hook on the block attached to the pole was hooked under the sling from the truck side instead of being hooked underneath from the pull side. This would not carry much weight as far as this accident was concerned.

The whole procedure was wrong. The pole should have



been hauled out on a trailer, unloaded on the ground and pulled over to the site by a set of blocks or a bull line through a snatch block and pulled by the truck with the helper assuming a position out of the path or bite of the line. Extreme care should be exercised to see that ropes are entirely free of the truck when a change in position is to be made.